

TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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BOYCOTT ON FAMILY PETS

THE strictures of the Bonanza on the system of fighting rabies over the shoulders of cats and dogs is going to bear fruit, since the citizens of Tonopah have become aroused to the absurdity of endeavoring to exterminate coyotes and other wild pests by assessing the death penalty against the four-footed friends of our firesides. This paper was the recipient today of half a dozen letters from indignant citizens, who expressed themselves in very emphatic manner regarding the system so plainly exposed yesterday. Then there were numerous callers who unburdened themselves on the vital question and some who boldly taxed the grand jury with incurring the expense for the sole purpose of ridding themselves of some objectionable quadruped in the vicinity of their homes. This latter accusation is as far fetched as some of the other charges, but the fact remains that the entire subject rests with the people of Tonopah, at whose urgent request the quarantine was applied. Citizens have the remedy in their own hands and they are the ones to apply it if it is deemed prudent. All they have to do is to secure some concrete expression of public sentiment and then communicate with Governor Boyle and Dr. Mack and let them know that the danger is over and that they do not believe there is any necessity for a continuance of the emergency enactment against the presence of dogs and cats at large in a civilized community. As we have stated before, no one here ever heard of dogs or cats around Tonopah biting anyone. If the regulations are directed against coyotes then it behooves the state sanitary board to get after the coyotes and make existence so hot for them that they will either flee the country or surrender their pelts to organized hunters. Tonopah has many valuable dogs enumerated among its choicest assets and the owners are more keenly interested in preserving the lives of these animals than the men in Reno and Carson City who issued the death decree. These owners would be among the first to look after the welfare of their dogs if any real peril were present and their active co-operation can always be relied on in the event of a serious incursion of coyotes. So far as the members of the grand jury are concerned, they are business men and men of affairs, who have other interests to serve and are not inclined to incur the displeasure of their friends by declaring an open season for cats and dogs found wandering around the city. A grand juror receives the not over liberal compensation of three dollars a day, which is not big enough to tempt a man to invite the dislike of his neighbor, and therefore the members of that body believe it is incumbent on citizens to come together in a mass meeting and let the truth be known that they are opposed to the present method of fighting rabies by attacking peaceful pets instead of getting down into the root of the carbuncle and exterminating the cause of the trouble by a direct war on coyotes.

KNOCKERS OF THE NORTH

CERTAIN editors of Elko and Winnemucca are cackling over the knowledge that for less than one week in the course of twenty-five years the White mountains, through which the Midland trail threads its way to the southern coast, was impeded with snow. They are making the most of the dismal news, which they are spreading over their front pages with a diligence that indicates bad taste and atrocious judgment on the part of those who have to go to another state for funds to make passable the Lincoln highway, which they would like to see developed into a great national success. Here is a sample of the mendacious literature circulated about the Midland trail:

"There has been so much said about the 'Southern Route through the State of Nevada, the 'All Year Round Road,' that the present conditions excite more than passing comment. Snow has blocked that road and several people making the trip across the country have been frozen the past week, one man still being in the hospital."

The writer of the foregoing fiction should add a bill of particulars before indulging in such silly twaddle. The only foundation is in the blizzard that swept the southern country about Christmas week, causing a suspension of electric service for not more than four days. During that time the roads were used by the linemen and trouble shooters, who could not have kept in touch with their work had the roads been closed to traffic. But, assuming that the Midland trail was actually closed to business during that period, the fact only served to illustrate the contrast with the Lincoln highway running over the Tahoe route, which is closed to wheeled traffic for almost six months of the year. The southern country can stand a lot of that kind of advertising, which makes every knock a boost. The citizens of southern Nevada raise money to build their own roads and are not dependent on California to pass the hat to raise funds for filling in a bottomless quagmire in Churchill county. Down here they believe that the Lord helps those who help themselves and they don't have to conduct tag parties or other hold-ups in San Francisco to build a few miles of road to prevent tourists from being swallowed up in the bogs and morasses besetting the direct east and west line of travel.

TIME TO GET BUSY

THE Nevada legislature does not appear overburdened with demands on its time and therefore a timely reminder that it is not necessary to spend the entire statutory time in deliberation should be impressed on the lawmakers. Celerity is the chief aim of every efficiency advocate, to the end that if a job can be done in three days there is nothing gained by prolonging it over a month or other period just for the sake of inviting brain fog or convincing admiring constituents that the duties of the lawmaker are arduous. The less tinkering by the average statesman the better it is for the state, and the sooner pressing affairs are dispatched and the legislature adjourns the higher will be the public appreciation. The only ones to profit from an extension of time are the residents of Carson City, who look upon the biennial session as a manna from Heaven for their special delectation and aggrandizement. But it should be understood from the first tap of the gavel that legislators are not elected for the sake of donating a bunch of good things to the citizens of the capital. Fifteen other counties are to be taken into the reckoning and it is a fair wager that none of these counties would protest against an early adjournment. If there is business before the senate and assembly let that business be correlated so it may receive prompt attention and the work be done with celerity and thoroughness, so adjournment may come without delay and

without the unseemly haste that nearly always characterizes the last hours of a moribund session.

ROAD BUILDING IDEAS

CLARK county is preparing for a good roads campaign in an intensely practical way by appointing a competent supervisor to have charge of the work. The selection was made from half a score of applicants and preference given to the only candidate without local pull, for the reason that he was the only one who could offer experience for a recommendation. The next step was to buy a tractor, and thus the foundation for a successful investment of the \$50,000 road bond issue was laid, with every chance for securing excellent returns. Moreover it should be known that Clark county is not paying gilt-edged salaries for such specialists, as the contract was signed for \$150 a month, subject to cancellation at the pleasure of the makers. This is a good beginning and one which presages commensurate returns.

When the coyote killers are assigned to this section they might be instructed to kill off a few editors whose only mission in life seems to be to persecute to death the dogs of Tonopah.

GREAT WESTERN DEVELOPMENT BEING PUSHED IN LIVELY STYLE

(By Wm. McClure Gotwaldt)
 Amphibians with capacity to mine and muck might learn something to their advantage by applying to John Magee, superintendent of the Great Western. This suggestion is made in all sincerity after a visit to the property. The descent in the shaft began at a temperature of ten degrees above zero. Then, as the set timbers sped upward, there came the soft, insinuating breath of spring, a reminder of the Riviera, Palm Beach, Hades or some other steam-heated locality.

Above, the diminishing square of light revealed a cold and cruel sky, one suggestive of fuel famine and icy stare.

Then began an April shower, beginning soft and warm, pleasing to the uplifted face. As the skip slid down the guides the humidity, as well as the temperature, increased, and soon the shower developed into a downpour.

The 860 station was passed. Here arose a pandemonium of sound, as the clanking, grinding, crashing pumps picked up the product of the lower water line and sent it to the surface.

Again came a cessation of ear-deafening noise, as well as an increase in precipitation, with the heat growing set by set. At the 1150 level the temperature of the water is 125 degrees, but the lined shaft and the air line provide splendid ventilation and the rock heat is low, so that working conditions are not onerous.

A set of pumps is in operation here also and 500 gallons a minute are pumped to the 860 and thence to the surface. The flow on the 1150 is 700 gallons a minute at present, but the bulkhead controls it and it is being drawn off to pump capacity. It is the history of all wet mines in Tonopah that the reservoirs are exhausted in time and there is assurance that the flow will decrease.

Where the water crevices were encountered some very promising stringers were cut. No opportunity has yet been given to follow them on trend, but as soon as the flow is conquered drifting will begin.

Meanwhile a crosscut is being run northerly to connect with the Tonopah Bonanza, which is under the same management. Two thousand feet separate the two workings. In the north crosscut the porphyry is highly silicified, resembling matrix trachyte. Very promising stringers are appearing, all bearing east and west.

While the pumping operations are being conducted by the company, which also handles timbering and hoisting, the footage in the crosscut is under contract, and results favorable to both company and men are secured.

It is a shivery ride in the early morning over the snow, with water soaked garments, from the Great Western to the Tonopah Bonanza, another property operated by Mr. Magee, but his little old Ford rambles right along and soon there is another "descensus Avernii."

The Bonanza was formerly the Tonopah Standard, straddling the Nye-Esmeralda county line. It has been sunk to a depth of 1650 feet, 25 feet being sump. From the bottom level two crosscuts are going out. The south working, which is out 155 feet, is headed toward the Great Western, and the north crosscut has been advanced 225 feet.

The formation is puzzling. It may or may not be under the capping, but while apparently igneous, it shows a certain amount of brecciation, with nodules of potash and magnesia, the crevices containing seams of calcite, some of which carry rhodochrosite stain. The rock is very hard and the contractors have to be busy all the time to make better than wages.

The north crosscut is dry as a bone, but for a time there will be cessation of work in the south crosscut, as a water channel is being neared. One may place his ear against the face of the working and hear the water gurgling only a few feet away. It is the plan of the company to install pumps with a capacity of 1000 gallons a minute and then break through to the crevice and continue on toward the Great Western. The two companies, Bonanza and

Great Western, have undertaken and are determined to carry to a conclusion, one of the greatest tasks ever conceived in this district. The crosscut, nearly half a mile in length, is certain to pick up the western continuity of the vein system in the camp. There is no possibility of the ledges escaping beyond the sidelines and the only chance of missing the values is in not having sufficient depth, for there is a possibility of great depth of capping at the Bonanza. It is for this reason that the latter shaft will be deepened while the crosscut is being continued. The Great Western is, beyond doubt, beneath the overburden. Both crosscuts are in West End rhyolite and trachyte, with excellent possibilities, even probabilities, of encountering commercial ore at any time.

GREATEST BUYER IN THE WORLD

UNCLE SAM BECOMES RICHEST NATION ON THE FACE OF THE GLOBE

(By Associated Press.)
 WASHINGTON, Jan. 24.—The United States has taken the lead as the world's greatest buyer and seller, final statistics of last year's foreign commerce, announced today by the department of commerce, showing the new world trade record as \$7,873,000,000. December's exports amounted to \$521,000,000, the largest month on record. Indications are that 1917 might even surpass the enormous foreign business of last year.

Exports amounted to \$5,481,000,000 and imports aggregated \$2,392,000,000. Exports showed a gain of \$1,926,000,000 over 1915, and imports increased \$613,000,000.

The balance of trade was \$3,089,000,000 in favor of the United States, compared with \$1,776,000,000 in 1915.

FRENCH CRITICS ARE INDULGENT

SYMPATHETIC BUT HOLD THAT THE GOLDEN ERA HAS NOT COME

(By Associated Press.)
 PARIS, Jan. 24.—Comment, while sympathetic, is skeptical. Petit Parisien: "It seems the president, not as in his previous note, has mistakenly placed the states attacked and the aggressors on the same footing. With that stipulation we can only subscribe to the formula set forth as the basis for future peace. None of his conceptions can offend; they are ours."

The Journal: "Mr. Wilson is obsessed with the idea of inaugurating for the world the golden age of universal brotherhood. The scheme is simplicity itself, except that it requires a new type of man—does he intend to change human nature?"

ICE COVERED TRACKS SHUT OFF BUTTE MINES

FROZEN OVERFLOW FROM RIVER CAUSES RAILROAD TO SUSPEND

(By Associated Press.)
 BUTTE, Jan. 24.—A mile of ice in the meadows between Logan and Three Forks cuts off Butte from all through traffic on the Northern Pacific. The cold froze the overflow from an ice jam.

With all of them talking peace all at once, how can there be any?—Atlanta Constitution.

A side issue of more than usual interest in the Vanderbilt Cup Race, Santa Monica, Cal., Nov. 16th, was the battle of the Tires. Both Goodrich and Goodyear were out to win, and much emphasis was placed upon the standing of the contestants in the championship table. While Aitken in the early stages of the race was leading, it looked very much as if Goodyear would score; but Resta, who was the backbone of the Goodrich offense, soon made his presence felt, and when he assumed the lead there was much animation apparent in the Goodrich camp. Later, when it developed that the four leading cars were equipped with Goodrich Tires, telegrams were flashed to every section of the country announcing the victory, which again places the Goodrich in the van for 1916 championship honor. Every car that finished carried Bosch equipment, the majority of them having Bosch spark plugs in addition to magnitos of the same make.

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